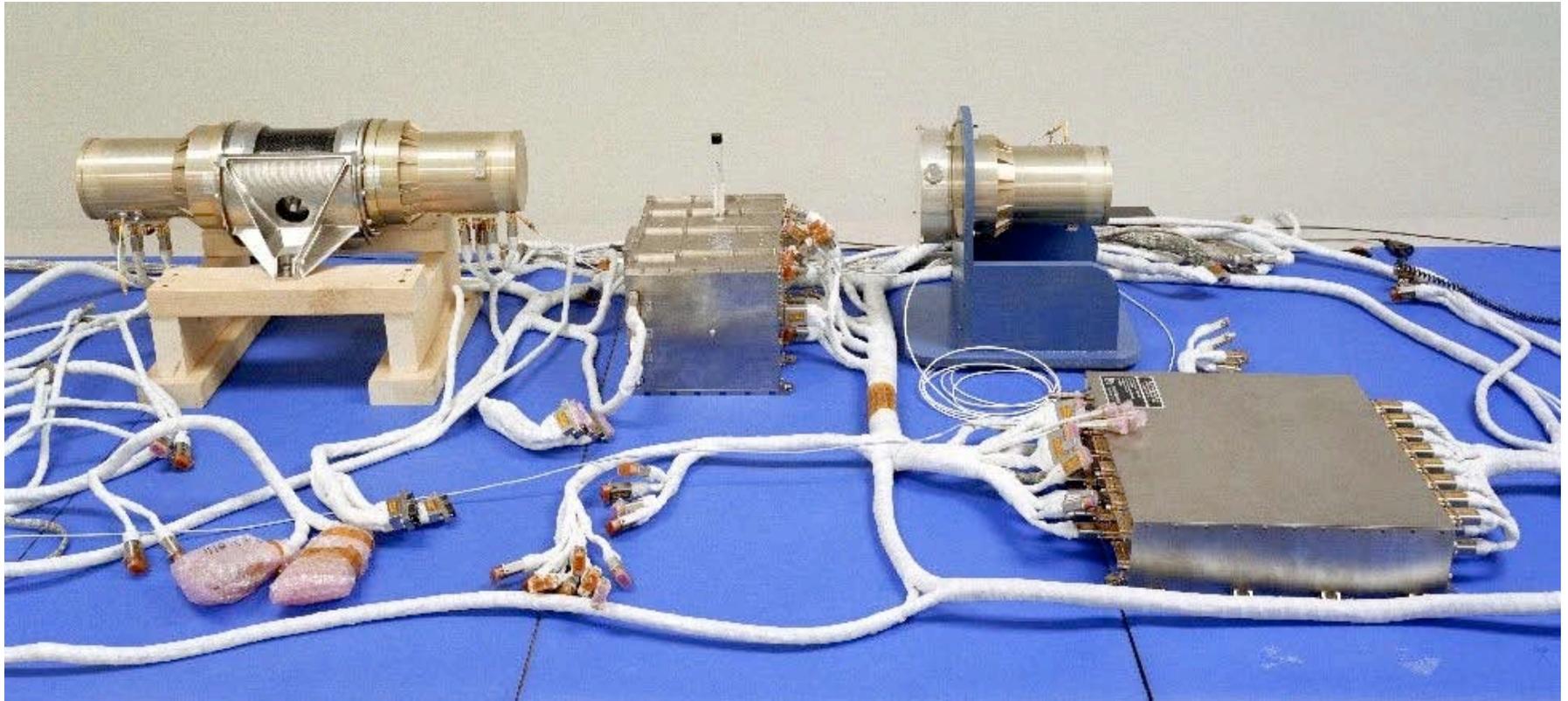


GBM Status

- ★ Four flight NaI detectors delivered to MSFC on August 12.
- ★ Flight Power Supply Box delivered to MSFC on August 30.
- ★ Thermal balance test completed August 26.
- ★ DPU Acceptance Test in progress.

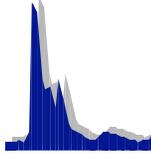
Test Setup





Schedule

- ★ **Schedule has been reworked to accommodate slip in FSW.**
 - **FSW for environmental tests at MSFC will be incomplete**
 - **Final version validated before shipping to GDSASS.**
- ★ **All flight hardware at MSFC by early October.**
- ★ **Deliver to GDSASS April 1, 2006**
- ★ **Schedule slack of 26 days**
- ★ **BGO calibration using SLAC Van de Graaff source after Jan 15.**



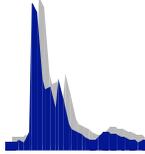
Issues

✦ EMI

- Test failed – presumably due to test harness
- Test harness rework should conclude today
- Redo EMI test later this month

✦ Detector Shock Load

- Shock test at DJO damaged NaI detector
- Mount to S/C redesigned
- Outstanding support from GPO



Key Level 1 Requirements

Parameter	Requirement	Goal	Expected Performance
Energy range	10 keV – 25 MeV	5 keV – 30 MeV	8 keV – 30 MeV
Energy resolution	10% (100 keV – 1.0 MeV)	7% (100 keV – 1.0 MeV)	8% at 0.1 MeV 5% at 1.0 MeV
On-board GRB locations	(none)	15° accuracy (1° radius) within 2 seconds	<15°; 1.8 seconds (<8° for S/C <60° zenith)
GRB sensitivity (on ground)	0.5 photons cm ⁻² s ⁻¹ (peak flux, 50–300 keV)	0.3 photons cm ⁻² s ⁻¹ (peak flux, 50–300 keV)	~0.4 photons cm ⁻² s ⁻¹ (peak flux, 50–300 keV)
GRB on-board trigger sensitivity	1.0 photons cm ⁻² s ⁻¹ (peak flux, 50–300 keV)	0.75 photons cm ⁻² s ⁻¹ (peak flux, 50–300 keV)	0.72 photons cm ⁻² s ⁻¹ (peak flux, 50–300 keV) (was 0.71)
Field of view	8 steradians	10 steradians	9.0 steradians (was 9.5)